

NATIONAL INTELLIGENCER.

FROM OUR EUROPEAN CORRESPONDENT.

LONDON, OCTOBER 11, 1848.

I do not know that I can touch upon a subject of more importance to both the United States and England than the character of the last harvest in this country. Speculation with respect to that subject must now be in great measure at an end. The fall and the thrashing machine are fast solving the question, both as to the quantity and the quality of the produce. So far, the general impression seems to be that the quantity is below the average, and that a large proportion of the wheat is inferior in quality and condition. To the disgrace of the Government we have no public or authentic statistical records upon the subject. Mr. MILNER GIBSON brought a bill into the House of Commons relative to the obtaining returns of agricultural products two years ago; but the session ended without any final action upon it, and the matter has not been since then even alluded to. Mr. Gibson's plan was neither the most effective nor the most economical; but it would have been an excellent commencement, and would have aided our merchants and the public in ascertaining correctly the supply of food our own soil produced, and in calculating approximately the probable demand for imported grain. These, it appears to us, would have been legitimate objects for a Government desirous of promoting the public good to have spent a few thousands of the public money upon. Something is done towards obtaining this information by one or two journals, which are more particularly identified with the subject, but their statements are necessarily partial, irregular, and defective.

The *Mark Lane Express* is the most prominent journal connected with the corn trade, and in a late review of the market it says: "The reports from all parts of the country agree in confirming what we have before stated as to the shortness of the yield per acre, and though no very accurate estimate can yet be given of the extent of deficiency, it is certain that the crops of all articles (beans perhaps excepted) are below an average. The later kinds of potatoes, which are now being dug up, are also reported to turn out more extensively diseased than the earlier sorts."

Another journal, the *Bankers' Circular*, takes an elaborate view of the appearance of the crops in different localities, and concludes that the wheat crop of the present year will be considerably deficient; but then the writer assumes that there is so large an amount of old wheat in the hands of the farmers as to counterbalance that deficiency. He has collected much information upon this latter point, but it leaves the question of course very much unsettled, and opinions differ widely upon it. Here the Government ought to step in with its authentic statistics and put the matter at rest. The writer of the *Bankers' Circular* says, "Although there never was a wheat crop on which it was more difficult to make a report which would be altogether satisfactory, the condensed summary of our information may soon be given."

He assumes that the Southern and Western districts of England have about 1,500,000 acres applied to wheat culture, and that upon this extent of land a deficiency of six bushels an acre below the average may be calculated, say 9,000,000 bushels. The deficiency in the country north of the Thames he calculates at 12,500,000 bushels; making the entire deficiency of the crop of 1848, below an average crop, to be 21,500,000 bushels, or 2,687,500 quarters. It is stated by this writer that this great deficiency in the wheat crop "will be more than made up by the stock of old wheat of home growth in the hands of the farmers." "The stock of old wheat is more thickly spread all over the whole country than we ever before knew it." "It is believed that it is sufficient for three months' consumption." If it be so, there is no chance of any material rise in prices. Respecting the Scotch crops the *Glasgow Examiner* gives, as the result of its extended inquiries, that "wheat and barley have been secured in good condition, the quality excellent, and the quantity rather under an average." The crop of oats in Scotland is superior both in bulk and quality.

This information, selected from the best sources within my reach, is, I acknowledge, very inconclusive; but it has been collected by the respective journals with much care, and is no doubt fairly stated. There is nothing said about IRELAND in these calculations; the failure of the potato crop, of which there is no doubt, and the distracted state of that unhappy country, must cause her to draw largely upon English resources and to be greatly dependent upon English supplies. Ireland, indeed, forms an important item in the subject, but we have no materials by which we can estimate that importance.

The *Liverpool Advertiser* of the 2d instant furnishes the following tabular view of the amount of breadstuffs imported into Great Britain from the United States for the years ending September 1, 1847, to October 1, 1848, respectively:

Year.	Flour.	Indian meal.	Wheat.	Indian corn.
Ending Sep. 1, '47.	1,473,316	689,847	289,015	134,172
Oct. 1, '48.	183,339	103,350	251,622	4,581,267

The discrepancy between the two years is most striking; the general accuracy of the journal which gives the statement is a guaranty for its correctness.

You have, I believe, a "committee on printing" appointed by your House of Representatives. Our House of Commons has a similar committee, from whose second report I give the following extracts: A saving has been made of £400 per annum in the binding of documents. All "incidental printing" is to be done by a direct order from the Speaker. It is proposed that in future reports only of commissioners shall be printed for delivery to the House, the manuscript of evidence, &c. to be deposited in the library of either house for reference, but not to be printed. A saving of £19,984 has been effected by printing papers in an abstracted form, and not at length, since 1844. The whole cost of printing for Parliament for the year 1848 was £43,173 6s. 4d.; in 1836 it was £49,289; in 1837, £48,127; in 1838, £45,434. The number of Parliamentary papers printed in 1846 was 724; in 1847, 757. The amount paid for warehouse room for documents kept in store was, for 1846 and 1847, £622 and £661, respectively.

The importance of Great Britain and the United States to each other, in a commercial point of view, will be fully understood by a due appreciation of the two following facts: The United States has exported during the last five years \$4,793,321 bales of cotton to foreign countries; of these Great Britain has taken \$3,999,347. If the foreign commerce of Great Britain be supposed to consist of one thousand parts, the United States takes and pays for one hundred and eighty-one of those parts—Germany, the next best customer, taking only one hundred and one. In connection with commercial subjects, it may be mentioned that the German confederation of the Zoll-Verein has proposed an increased rate of duty on the importation of silk, woollen, worsted, and mixed goods. The Manchester Chamber of Commerce has addressed a memorial to Lord Palmerston, asking him to exert all the influence of the British Government to avert the evil thus threatened to British manufactures. Lord P. states in reply that representations have been made to the Prussian Government against this increased duty, and that there is reason to suppose the proposed additional duties will be abandoned.

There is at last, unfortunately, no room to doubt

the existence of the Asiatic cholera in London; several undoubted cases have occurred, and hospitals have been provided for the reception and proper treatment of patients of the poorer classes, among which, it may well be apprehended, the disorder will be most prevalent. The daily papers are full of warnings and precautions: the medical men appear to treat the disease with prompt decision; every sanitary and cleansing step has been taken, and we may hope that, under the protection of Providence, we may escape from any very severe visitation of this terrible scourge.

The death of the Earl of CARLEBURY, at the advanced age of 75, will remove Lord MORPETH to the House of Lords, and most probably cause some new ministerial appointments. We do not hear of any final arrangement between the two sections of the Conservatives or Tories, but it is very generally supposed that the death of Lord G. BENTINCK will facilitate their union—under whose leadership no one presumes to determine.

A late census of the Wesleyan Methodists makes the number of that sect in Great Britain and Ireland to be 459,484; showing a decrease of 4,861 since last year. There appears to be great difficulty in maintaining preachers in some of the circuits, and one of the speakers at a late meeting said that the Church of England had recently built one thousand additional churches, whilst they, the Methodists, were about withdrawing ministers even from old circuits.

The sale at the Duke of BUCKINGHAM'S princely mansion of Stowe has concluded, and the amount realized is £75,564 14s. 3d. The house has been completely dismantled, with the exception of two or three rooms used by the Marquis of CHANDOS when residing there. Even the chapel has not escaped the general wreck. The altar piece and the organ have both been sold. The final destination of the mansion and estate is yet unknown.

The *Economist* of this week has a good article "on the marked features of the European ferment," in which it says:

"It has generally been considered the prerogative of great events to create or elicit great men. Revolutions have commonly brought out their own heroes, historical crises and national convulsions have usually called forth commanding minds fitted to govern and to guide them. There are in most countries 'mole inglorious Hampdens' abundance, languishing in obscurity, and waiting only the occasion to rise at once into grandeur and celebrity; and periods of social agitation have generally brought all these hidden capacities to light. But now the whole world seems smitten with barrenness. The death of great men is perfectly unexampled. Neither in France, Italy, nor Germany has any man appeared equal to the crisis—any man who has the least chance of being remembered in history—any man of statesmanlike capacity above a very ordinary standard. There is something very ominous and gloomy in this universal blank, this dreary waste of mediocrity. There is no resting-place for hope, no haven of salvation, no rock towering above the waters of the deluge, no power of power appearing through the mist 'to ride the whirlwind and direct the storm.' In the most exciting crisis of the fate of many nations, in a period of chaos, creative or desolating as the result may prove, which calls aloud for a Chatham, a Cromwell, or a Washington, we look in vain in any country for 'the coming man' who should take his stand, like the prophet, 'between the living and the dead,' and command 'that the plague be stayed.'"

Whilst we admit the fact that no man of first-rate, of overwhelming abilities has been produced by the events of the past nine months, we are most decidedly of opinion that just such men have been called into action as best fitted the emergencies which they responded to. Would a NAPOLEON or a CROMWELL have acted more fittingly in the positions which a LAMARTINE, a CAVAIGNAC, or an old Archduke JOHN OF AUSTRIA have filled? We think not. Nor would even a WASHINGTON have better discharged the duties which these men have sustained.

The view which the *Edinburgh Review* takes of the present state of public affairs is much nearer to our own:

"The most satisfactory feature of the whole panorama of public affairs (says the reviewer), is, perhaps, that a degree of vigorous and virtuous has been demonstrated to exist at present in the political system, which, considered in its most significant light, approaches to a guaranty of the public peace. Nothing can be more gratifying than the contrast in this respect of the Europe of 1848 with the Europe of 1793. Sixty years ago Europe would have been infinitely plunged in flames from the Arctic ocean to the Mediterranean, under one tenth of the temptations which both sovereigns and people have now resisted. Arbitration supersedes war, if it does not prevent it; and such a community of accord and tractability of disposition have been observable among Governments of all descriptions, as appears to promise well for future tranquility. Most sincerely it is to be hoped that the worst may now be really past; that the political system of the civilized part of the world may survive undamaged in its usefulness and power; and that the state of Europe may experience no more disturbances than such as we have already alluded to."

The principal events in IRELAND, during the week, are the conclusion of Mr. O'BRIEN'S trial for the sentence of death, which has been passed upon him. There is a general impression that this sentence will not be executed, but that he will be banished for life. How far this idea is well-founded a few days will determine.

Railroad statistics are an interesting branch of inquiry, particularly at this time, when so great a depreciation has taken place in railroad property, without any visible adequate cause. One thing is certain, the general traffic and business by the mode of conveyance have not diminished, and the dividends upon several of the routes, where the depreciation has been greatest, have been quite as great as usual. Late returns show that during the last year which ended last 30th June, 26,330,492 passengers have travelled by railroad, proving that about 144,000 persons are daily on the move. The number of accidents which occurred were 189, of which ninety ended in death; of these latter, six only were passengers, the remainder were railway officers and servants, laborers employed on the works, and suicides. Respecting another mode of intercourse it may be stated, that England contains no less than 19,942 miles of turnpike roads, and Wales 2,383 miles.

We think that FRANCE is fast recovering her position, and that she is fencing it with caution and jealousy. We are more than ever fortified in our opinion that a republican form of government cannot be retained. Even if the style and title remain, it does not seem likely that any very decided anomaly will be introduced into the system of monarchical Europe. The draft of the constitution so far as agreed upon "provides," says the *Edinburgh Review*, for as stable and as respectable an imprisonment of sovereignty as is perhaps consistent with the character of the crisis. The election for President of the Republic (which the National Convention has determined, by a vote of 602 against 211, shall be made by universal suffrage) once over, and that President, whoever he may be, fairly installed in office, we shall not see much to apprehend in the immediate condition of France. The candidates for the Presidency will most probably be M. M. LAMARTINE, CAVAIGNAC, and LOUIS NAPOLEON; we are more looking on, but not indifferent to the peace and welfare of France, are anxious for the success of either of the two first named gentlemen, and of the two we should prefer M. LAMARTINE. The masterly defence which he has lately published, has entirely swept away all charges against his personal honor, while with regard to his political conduct he has placed himself in a much more favorable light than, from the peculiar circumstances of the case, could have been expected. The substance of his defence is both solid and simple. We think it is quite clear that he was not one of those who conspired to bring about the revolution

of February. The great error charged upon this statesman has been, that he allowed the sanction of his name to be used by his more violent colleagues in office. But even for this he has an excuse, because he had no alternative except resignation, which in the then state of affairs would have been to yield France to a despotism of men and principles worse almost than anarchy itself. LAMARTINE'S magnificent oration in the Assembly in defence of the election of the President by the people, has received the universal homage of both the press and the public. It has been responded to with a burst of enthusiastic admiration, which will in some degree compensate for the coldness and apparent ingratitude with which he has recently been treated. Another more or two in the same direction would most assuredly make him the most popular man in France. CAVAIGNAC, pure, firm, and decided as he has proved himself, during what may be called his dictatorship, is evidently losing ground very fast in the estimation of his fellow countrymen, and LOUIS NAPOLEON, whatever advantages he may derive from his name and old associations, will, very probably, be found very far below the standard which that name and those associations had given him. His popularity will, we think, be short and ephemeral. He might succeed if the election was to take place immediately, but every day's delay will diminish his chance. There are still nearly 70 out of the 120 articles of the constitution to be decided upon; but it is probable that the Assembly will hasten through the consideration of them; it is supposed that the constitution may be voted before the close of the present month, and the election for President take place immediately afterwards. It will be a curious circumstance if the election of chief magistrates of the republic of the United States and the republic of France should occur about the same time. The election in the latter country, however, cannot take place until about the 15th November. It is quite evident that, in the present temper of the country, the provisional state of Government cannot with safety be much longer prolonged.

OCTOBER 12.—The papers of this morning state that LAMARTINE will probably be second in the Presidential race, but a great distance behind LOUIS NAPOLEON. Some of the French journals assert that all the dynastic portion of France will unite upon Louis Napoleon, because they suppose he will be easier managed than any other prominent man; their design is to put him aside, after the first year, and appoint a regency; this is the latest of it.

There is nothing new from SPAIN, excepting rumor of Carlist disturbances in various parts—all, however, appearing to be insignificant, and easily quelled—and the settlement of General SAUNDERS'S differences with the Government, in a manner every way satisfactory to the feelings of the former, and the position which he holds. The opposition English papers compare the full, prompt, and satisfactory apology made to the American Ambassador with the yet unacknowledged degradation and insult passed upon the English one, and attribute the former to the firm and decided attitude which the American minister assumed. The comparison is by no means flattering to the British Government.

The revision of the fundamental law in HOLLAND is proceeding in a very satisfactory manner, and there seems to be little doubt but all the amendments will be adopted by the Chambers, and the constitution established upon a liberal basis in union with the spirit of the age, and promotive of all the best interests of the country.

AUSTRIA still exhibits an example of the vitality and strength which often resides in an empire even when it is considered to have fallen into superannuation and decrepitude. She appears to be very indifferently about mediation in regard to the affairs of Northern Italy, knowing that she has the power to dictate terms to her refractory subjects. She will be more likely to find trouble in HUNGARY. Count LAMBERT, whom the Emperor but a few days ago appointed military commander in Hungary, has been assassinated at Pesth. The Ban of Croatia, it appears, has all along been acting in union with the Austrian Cabinet, which helps to account for his success over the Magyars. There is great excitement and discontent at Vienna in consequence of this discovery. The Hungarians had appointed a provisional government in Pesth, which the Emperor has dissolved, and nominated the Ban of Croatia (JELLACICH) as commander-in-chief in Hungary. There is little doubt that the Croats had sustained a signal defeat by the Magyars; the spirit of the latter appears to be completely roused, business of every kind is suspended, and present appearances almost justify the threat made by the Hungarians, that they will, after annihilating the Croats, march upon Vienna and compel the Emperor to acknowledge their independence. This change in affairs turns over a new leaf in the political drama.

The new PRUSSIAN Ministry appears to become more popular every day, and the political aspect of the country is more favorable than it has been for some time. It is said to be the plan of the central executive in Frankfurt to recall all the German ambassadors and ministers at foreign courts, and to replace them by the representatives of that central Power. This is a demand with which Prussia will probably in the first instance refuse to comply. The energetic Vicar of the empire has lately issued some very forcible rescripts, in which he shows a determination that the power which he is wielding for the good of "United Germany" shall not be trifled with by any of its component parts.

The destinies of Northern Italy still await the fiat of the empires; perhaps, AUSTRIA herself thinks that the detachment of Lombardy from the empire may be a measure of expediency, although we do not suppose that she would wish it to swell the territory of CHARLES ALBERT. The people of LEONOROS do not yet seem quite comfortable under the paternal Government of FLORENCE, and further disturbances are apprehended. NAPLES is quiet, or appears to be so; SICILY is said to be about to receive a King in the person of the second son of the King of Naples, who is to rule over them with a liberal constitution. Nothing new from ROMÉ or VENICE.

RUSSIA appears to be calling forth all her resources against a possible contingency, and levies have been drawn from the very shores of the Caspian. Her Polish provinces are huge garrisons, and she is concentrating vast bodies of troops at intervals along her entire western frontier from the Nieman to the Danube. Still she resolutely abstains from actual intervention, and declares in very earnest terms that all her preparations are pacific and strictly defensive.

DENMARK and SWEDEN are pursuing the even tenor of their way, well convinced that their truest policy is peace. Nothing new from TURKEY, GREECE, or EGYPT.

A distant sound of war, however, strikes on the east, from the CAPE OF GOOD HOPE; where the Dutch settlers, under the leadership of a border emigrant named PROCTORUS, are giving some trouble to Sir Harry Smith and the Government. The object of the insurgents appears to be to prevent the extension of English law to the north of Orange river.

The number of deaths registered in London during the last week was 1,005, which is 149 below the average mortality in the corresponding weeks of the last five autumns. Of the deaths of the past week, 13 were from Asiatic cholera. Scarletina and typhus fever are the prevalent disorders; the former with unusual severity. There have been 180 deaths from scarletina during the past week; 47 in the average number.

The returns of the revenue for the quarter which ended on the 10th instant do not give evidence that the revolution, peace, suspension of business, and paralysis of credit which

have overrun those parts of the continent with which England is most closely commercially connected, have had any very diminishing effect upon her general prosperity. For there appears to have been a greater importation and consumption during the past year than in the disastrous year of 1847; and, what is more strange, than in 1846, that year of cheap food and abundant money. This plainly shows that the deepest disorder in Europe does not affect us like any interruption of our relations with America, where we have collections of business and credit which make us keenly feel the alienations of commercial intercourse. The excise for the quarter just ended exceeds the corresponding quarter of last year by more than a million, and very nearly equals that of 1846. On the other hand, there is a falling off of nearly a million during the year in the stamp duty. The customs have increased £460,000 during the quarter. There is upon the whole statement a decrease of £208,183 during the year, and an increase of £772,296 on the quarter.

The small winter theatres are doing a tolerably good business, but there has not been much novelty yet in either pieces or performers. There are many new announcements in the literary world. Two volumes of Macaulay's *History of England*, from the accession of James II. will be published at Christmas. J. M. Kemble (son of Charles) has "the *Saxons in England*" in the press. Mrs. Jameson will publish "Sacred and Legendary Art" and Isaac Taylor, "Loyola and the Jesuits." R. E. Landor will publish the "Pomona" and "The Idylls of the Past." Mr. E. J. Fawcett has "Letters to David Hunt from an Anglo-Saxon, Mirabeau, Turgot, Diderot," &c. &c. in the press. Warren, author of "Ten thousand a year," has a work in the press entitled "The moral, social, and professional duties of Solicitors." Mr. Pettigrew is about to publish a "Life of Nelson," with 600 new plates, including a correspondence with Lady Hamilton, and a series of letters to the Duke of Wellington, with annotations. The *History of the Revolution of 1848* is now being issued by the 5th and 6th volumes of Grote's *Greece* are about to appear. Lord Mahon is republishing his *political contributions to the Quarterly Review*. Mrs. Trollope has a new novel in the press, and Lady Blessington a volume of "Fugitive Fancies." Hans Andersen's new (a Danish) novel of the "Two Baronesses," written in English, has been translated, and the author's proficiency in the English language is said to be very remarkable.

OCTOBER 13.—There is a glimmering of hope that Sir JOHN FRANKLIN and his brave companions will shortly be heard of; the present foundation of this hope is, however, only the testimony of an Esquimaux Indian, but the circumstantiality of his report gives it great additional weight.

The discounts at VIENNA, alluded to in a former part of this letter, have broken out with fearful violence. The city is in the hands of the people, the military have been defeated, the Emperor and Count fled to Linz, and the Minister of War (Count Latour) killed. The Diet has declared itself *en permanence*. Some regiments of the line have joined the people, and the first time in the revolutionary events of Germany a body of soldiers has been found on the side of insurrection. It is believed in Vienna that a republic will be proclaimed, and an alliance offensive and defensive entered into with Hungary. Thus has the treachery of the imbecile Emperor ended in his second abrupt flight from his capital.

The latest news from FRANCE states that a Ministerial crisis is hourly expected. M. DUBOIS, upon whom Gen. Cavaignac has placed his reliance, is making satisfactory alterations in his Cabinet, had refused office, and that the former had been adopted by the Moderate party and the Legitimists as their candidate for the Presidency of the Convention, in opposition to M. MARBAST; the election will take place on the 17th. It is said that M. LAMARTINE is about to start on an electrifying tour in the provinces with a view to his candidature for the Presidency. A motion was made in the Assembly a few days ago, that the Emperor should abdicate in favor of the President. LOUIS NAPOLEON had just previously accepted the tribute. It was insisted by a member that there could be no necessity for this vote of exclusion, after the display the Convention had just witnessed, alluding to the speech of Louis Napoleon. This observation was regarded as conclusive, and the motion was withdrawn. This question, as it respects the Emperor, will very soon find his proper level, and be placed *hors de combat* with respect to the Presidency.

The new constitution of the kingdom of the NETHERLANDS has been voted by the Chambers of the States General, and the King will open the Chambers under the new constitution on the 16th.

FRANCE, LEONOROS, and NAPLES are in a state of great agitation.

FROM THE LIVERPOOL TIMES OF OCTOBER 14.

THE CHOLERA IN ENGLAND.

We regret to state that the scourge which, during the last few months, has desolated the eastern coast of Europe, spreading its ravages from Cairo to St. Petersburg, and lingering within these few weeks at Hamburg, has at length, as anticipated, reached the shores of Great Britain. It is now officially declared by the Registrar-General that the Asiatic Cholera has appeared in the metropolis, and well-authenticated cases of the disease are reported from Sunderland, Shields, Hull, and Edinburgh. The appearance of the epidemic is most contemporaneously in Sunderland and in the low-lying districts below London Bridge. In both places the first cases were those of domestic sailors, who came from Hamburg and were attacked by the malady on the voyage. As regards Edinburgh, the origin of the disease is left in doubt. The official report of the Registrar-General in London reports that the first case in Edinburgh, upon which the epidemic is to be traced, there had been twenty cases, twenty of which had proved fatal. Up to Wednesday in the present week the number of cases in London is alleged to be about twenty, but a daily official report is not yet issued. The authorities in all parts of the country seem to be taking the most zealous precautions to counteract, prevent, and remedy this pestilence, which we earnestly hope will make but a brief visit to our shores. The disease is greatly distinguished by its spreading its destructive effects amongst the great body of the people; and we trust, with the extensive arrangements made to check its progress, that the limits of its mortality will be confined to the seaport towns, and that the great manufacturing hubs of industry will be spared this frightful addition to the many sufferings they have lately experienced.

THE INSURRECTION AT VIENNA.

The German mail has brought tidings of another insurrection and revolution in Vienna, which has terminated, like the first, in the defeat of the military and the flight of the Emperor. The signal for the present uprising was given by the attempts of the Emperor to remove the War Minister to remove from the capital certain regiments which had shown sympathy with the popular party. The people prevented the departure of these regiments, which finally joined them, and, for the first time in the revolutionary events of Germany, a body of soldiers were found on the side of insurrection. The Minister of War, Count Liechtenberg, has shared the fate of Count Lamberg, of the insurrection of 1848. The Emperor, who has been confined on the Ban has been removed, and it is now to be seen whether he will act up to his asserted intentions—to replace the Emperor firmly on his throne. His army is nearer Vienna than Pesth.

VIENNA, OCT. 7.—Two battalions of grenadiers had received marching orders for Hungary; a portion of the men refused to obey. They were therefore escorted by a regiment of cuirassiers. As they approached the bridges over the Danube they were received by armed peasants, who prevented them from proceeding, and, fraternized with them, and commenced demolishing the bridges. The national guard arrived, and sided with the military. The cuirassiers, who could not recross the bridge, were obliged to retire. A fight soon ensued between the grenadiers, national guard, and the people on one side, and a battalion of fusiliers of the Polish regiment of Nassau on the other, supported by troops recently arrived from France. The struggle lasted till mid-day in the Leopoldstadt, and then spread to the city, where a division of national guards fought against the students and the country people.

Between the hours of four and five in the afternoon, the Ministry of War, which was only guarded by thirty men, was stormed and ransacked, and the Minister of War, Count Latour, murdered in the most barbarous manner by states in the body and blows of a sledge hammer or axe on the head, and then hanged on a lamp post in the court-yard. The arsenal was defended during the night by the military and a body of the national guard, but fell into the hands of the people to wards morning, who immediately armed themselves. The report of cannon and musketry continued all yesterday and during the night of the night; the alarm-bells in the city and surrounding villages were continually ringing.

The murderers of Count Latour declared that they would serve all those who shared his views in the same manner. The Ministry is dissolved; the Minister of Justice is said to have been seized whilst attempting to leave the city, and is locked up in the Anst. The other Minister, with the exception of Dobobhoff and Hornbostel, have secreted themselves. All the military have left the city, and the fighting has ceased.

The Diet declared itself in permanence, and a deputation was sent to the Emperor at Schonbrunn, demanding a popular Ministry and the revocation of the decree appointing the Ban Royal Commissary of Hungary.

This morning at 8 o'clock the whole imperial family left the Schonbrunn in the direction of Linz. All the troops on duty at Schonbrunn have followed them. The castle at Schonbrunn is unguarded.

Various proclamations were issued during the day in the name of the Diet. The first, issued by President Franz Joseph, Deputy Secretary, by one, is appointed *pro tempore* Commander-in-chief of the National Guard.

A second proclamation, issued by President Franz Joseph, of the Diet, announces that measures had been taken to clear the town of the military, and to declare a general amnesty for all persons concerned in the insurrection.

We learn that in the insurrection 150 persons were killed, whilst the wounded were 400 or 600 in number.

RAILROAD TO THE PACIFIC OCEAN.

TERRE HAUTE, SEPTEMBER, 18, 1848.

In my first letter I spoke of the several routes to the Pacific which have been from time to time proposed. My object in this will be to show which of those is the most practicable.

Every body will agree that if a road shall be constructed from the valley of the Mississippi to the Pacific Ocean, it should be so located as to pass through, as nearly as possible, the central portion of the United States. This will give it, in a high degree, its national character. But, besides this, it is true that the geological structure of this part of the Union is peculiarly adapted to the construction of such a road. A central route will also enhance the value of the public domain more than any other could possibly do. I shall also assume that it will be more likely to meet with favor from the public than one either in the extreme North or South.

The latitudinal limits of the United States are at present between 45° and 25° north—a central line of latitude would therefore be 35° north. This line runs through the most delightful region of the globe. If a road were constructed upon it, its emigration would immediately follow, as from the climate it would not be interrupted by ice or snow, and would be possible all the year round. Such a road would be a continuous intercourse between the two oceans, and, by its position, diffuse the trade borne upon and along it to every seaport and State in the Union.

In relation to the course and locality of the route, I have adopted the general views of Mr. Mills, as expressed in his several memorials to Congress, in a series of articles published by him in the *North American Review*, and a letter addressed as late as the 4th of the month. He thinks that the route here indicated is decidedly the best that can be selected. I allude to his opinion as entitled to consideration, inasmuch as he was the first to investigate this subject, and is known to be a gentleman of great intelligence. It will be seen that other scientific gentlemen concur with him.

The ascent from St. Louis to the Mississippi river—say at St. Louis, (which point I think preferable to all others,) the mouth of the Ohio, or at Memphis—the general direction of the route would be to strike the "El Paso del Norte" passage of the mountains which divide the waters falling into the Pacific and Atlantic oceans. From this point the road would proceed along the valley of the Gila river to the point of San Diego, and thence, by the valley of the north branch of the Sacramento, (San Joaquin), Monterey and the bay of San Francisco. San Diego lies in latitude 32° north; Monterey latitude 36° north; San Francisco, latitude 37° north; St. Louis, latitude 38° 30' north; the mouth of the Ohio, latitude 37° north; and Memphis, 35° north—all within nearly the same parallel of latitude. The place here mentioned, in Mexico and California, are all within the limits of the territory obtained by our late treaty with Mexico.

The natural formation of all this region of country is admirably adapted for the location of the road—running as it does the most of the way with the courses of the rivers, and having but few principal streams to cross.

The ascent from St. Louis to the "El Paso del Norte" is only about 100 miles, and the road cannot be located at a maximum rate per mile, for the profitable operation of locomotive engines on railways, (which is twenty-seven feet,) from this point to the Pacific. The distance from the Mississippi river to El Paso may be estimated at one thousand miles, and from El Paso to San Diego, seven hundred miles—and mostly through a prairie country.

The ascent from St. Louis to the direction of El Paso, would pass through or in the neighborhood of Fort Gibson or Van Buren, (Arkansas), where it would cross the Arkansas river, and keep the most favorable ground, between the waters of the Arkansas and Red rivers. It would cross the main branch of Red river, high up towards its source, also the Rio Pecos or Puerco, and the Rio del Norte at the Paso. After passing through the gap of the mountains here, the road would pass over a prairie region (through which a wagon road is now located) into the Gila valley, to its intersection with the Colorado of the west. From this point to San Diego more difficult ground would be encountered, but it is now travelled by wagons all the way to San Diego.

As it is probable that the highest rate of country from St. Louis to the Pacific would not exceed twenty-seven feet to the mile, on the present route, the road cannot be located at a maximum rate per mile, for the profitable operation of locomotive engines on railways, (which is twenty-seven feet,) from this point to the Pacific. The distance from the Mississippi river to El Paso may be estimated at one thousand miles, and from El Paso to San Diego, seven hundred miles—and mostly through a prairie country.

"The bay (forming the harbor) is a narrow arm of the sea, indenting the land some four or five miles, easily defended, and having twenty feet of water, the tide rising five feet at high water twenty-five feet.

"At present San Diego is, in all things combined, perhaps one of the best harbors on the coast from Callao to Puget's sound, with a single exception, that of San Francisco. In the opinion of some intelligent naval officers it is preferable even to this. The harbor of San Francisco has more water, but that of San Diego has a more uniform climate, better anchorage, and perhaps security from wind in any direction.

"However," says he, "the commercial metropolis must be near San Francisco, owing to the great extent and superiority of the country adjacent, watered by the rivers Sacramento and San Joaquin, unless, indeed, San Diego should be made the terminus of a railroad leading by the route of the Gila to the Del Norte, and thence to the Mississippi and Atlantic.

It would be impossible to estimate the trade and revenue of such a road as this would be, whether terminating at San Diego or San Francisco. The trade of Europe alone with Asia amounts now annually to two hundred and fifty millions of dollars, employing two thousand ships, with a tonnage of one million two hundred thousand, and employing fifty thousand seamen. All this trade must pass along this road. At a fair rate of tolls this would pay at the Atlantic cities not less than twenty-five millions of dollars per annum, which amount Europe alone would contribute to us for transportation. It is presumed that the amount would even be greater than this; for, from the increased facilities afforded, the impulse given to industry would secure a constant and gradual enlargement of trade, and a still more security given by the use of steam instead of sails, would tend to reduce the cost of transportation.

I have here but referred only to the *foreign* trade which would pass over this road. What our own would be no human sagacity can foresee. It must, however, be very great—far greater, I feel confident, than any body now supposes. The advance of our country in wealth and enterprise has heretofore been so rapid as to defy all calculation, and there is nothing in our present condition which points to a cessation of this. This road, as it would open up new sources, would, of course, increase both our wealth and enterprise. Suppose we should receive from our home trade ten millions of dollars annually in tolls, we would then have an aggregate of thirty-four millions of dollars per year!

The advantages resulting from the execution of such a work as this are so many and so important, in a national point of view, that its cost is scarcely to be considered. But, if it were, I do not doubt that the tolls collected from it in two years would pay for the entire work. Assuming the distance from St. Louis to San Diego to be two thousand miles, the cost would not be greater than forty millions of dollars—at least one-half of which can be paid, at the lowest calculation, by the annual revenue from the tolls. The tolls would be paid by the Government to build this road. Twenty millions of dollars borrowed upon the faith of the public lands, would construct the road so far that the tolls then yielded would be sufficient for each annual expenditure; or, if they did not, the Government would have no difficulty in increasing the sum by new loans. All the loans must be made at a time far enough off to be paid by the proceeds of the road. Whatever amount the Government should appropriate, whether from loans or from the lands themselves, would be repaid into the Treasury in a few years.

The people of this country would immediately avail themselves of the natural facilities for both trade and travel afforded upon the route of this road, even during its progress. All the navigable streams of the country, such as the Colorado, the Del Norte, and Gila rivers, as well as the Gulf of California, would at once become enlivened with increased business. Thus we shall have the means to build the road furnished while the work is going on.

My present engagements, you are aware, are such that these letters must be brief. My wish is that they should be practical. Respectfully,
R. W. THOMPSON.
D. S. DANA, Esq.

LATEST DESPATCHES.